

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>18/02/2013</b>	
		N/A		<b>Consultation Expiry Date:</b>		N/A	
<b>Officer</b>				<b>Application Number(s)</b>			
Seonaid Carr				2012/6750/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
18 Prince Arthur Road London NW3 6AY				See draft decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Details pursuant to conditions 2 (a) (details of the boundary wall and brick piers), 2 (b) (sample of brick) and 4 (details of cycle stands and charging point for electric vehicles) of planning permission dated 19/10/12 (Ref: 2012/0512/P) for alterations to front boundary wall in connection with creation of off-street parking/crossover and new landscape in front garden to dwelling (Class C3).							
<b>Recommendation(s):</b>		Grant approval of details					
<b>Application Type:</b>		Approval of Details					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>	No. notified	00	No. of responses	00	No. of objections	00	
			No. electronic	00			
<b>Summary of consultation responses:</b>	N/A						
<b>CAAC/Local groups comments:</b>	N/A						

## Site Description

The application site comprises a 19<sup>th</sup> century semi-detached red brick property with accommodation at lower ground, ground, first floor and roof level. The property is divided into 3 self-contained flats. The building is not listed, but is situated within the Fitzjohns/ Netherhall Conservation Area. The building is identified as contributing positively to the character and appearance of the Conservation Area.

## Relevant History

**2012/0512/P** - Alterations to front boundary wall in connection with creation of off-street parking/crossover and new landscape in front garden to dwelling (Class C3). Planning permission was refused by the Council however the application was subsequently allowed at appeal (Ref:APP/X5210/A/12/2176136).

## Relevant policies

### National Planning Policy Framework (2012)

### The London Plan (2011)

#### LDF Core Strategy and Development Policies

CS5 Managing the impact of growth and development

CS11 Promoting sustainable and efficient travel

CS14 Promoting high quality places and conserving our heritage

DP19 Managing the impact of parking

DP24 Securing high quality design

DP25 Conserving Camden's heritage

### Camden Planning Guidance (2011)

CPG1 (Design)

CPG7 (Transport)

### Fitzjohn's and Netherhall Conservation Area Appraisal and Management Strategy (2001)

## Assessment

Conditions 2 and 4 were imposed by the Planning Inspectorate on the appeal decision.

Condition 2 is worded as follows:

*No development shall take place until; a) details of the boundary wall and brick piers as regards brick bond, pointing and special bricks, and b) samples of the bricks to be used in the construction of the boundary walls and piers have been submitted to an approved in writing by the local planning authority. The development shall be carried out in accordance with the approved materials and detailing.*

In respect of point a, the information supplied provides sufficient and appropriate information to meet the condition in terms of detailed design and architectural components and materials.

With regard to point b, an inspection of the brick sample panel erected on site has been made and the use of salvaged London stock brick to match the original walling is acceptable. A flush, slightly recessed mortar joint has been chosen for the pointing which matches with the original work. Since there are insufficient salvaged red bricks on site, a new brick in the form of the Swanage Restoration Red handmade imperial brick has been selected. This brick is considered to be a good match for the original Victorian red brick which was employed.

The submitted details are considered acceptable and the condition is recommended to be discharged.

Condition 4 is worded as follows:

*Details of two cycle stands and a charging point for electric vehicles shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The approved facilities shall be installed before the first use of the parking space and shall thereafter be retained.*

Although the cycle parking proposed does not adhere to our Camden Planning Guidance; specifically the cycle facilities section of CPG7 (Transport). It is noted that the proposed facility would allow both wheels and the frame to be secured by locks. It would have been preferable to have a fully covered and secure cycle parking facility such as a small shed with a lockable door. This would have been insisted on if the planning permission was for the construction of a new residential dwelling. Given the circumstances, the proposed cycle parking facility is acceptable.

The proposed electric vehicle charging point is welcomed by Camden and it is hoped this may prove to be useful in the future when electric vehicles will hopefully become more popular.

No objection is raised to the design of the specified bicycle rack and electric car charging point.

The submitted details are considered acceptable and the condition is recommended to be discharged.

**Recommendation:** Grant approval of details

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